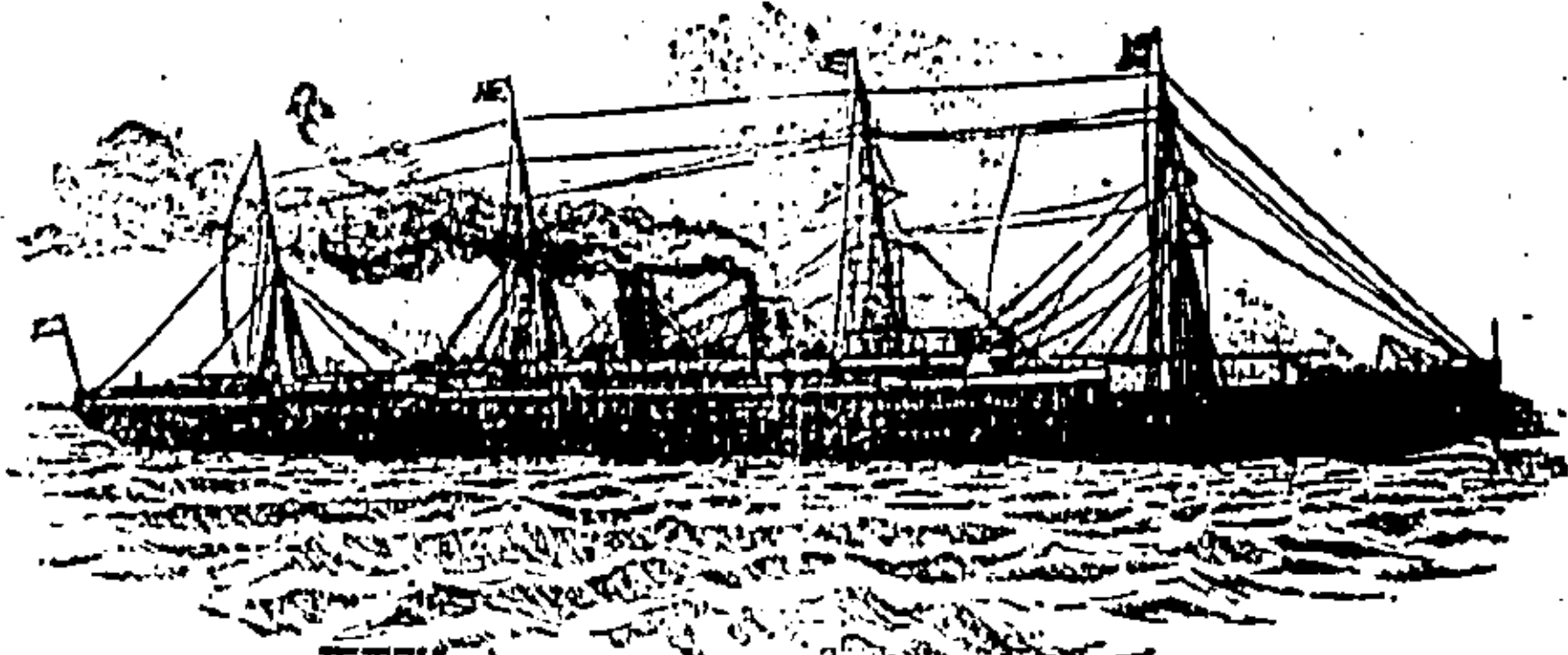


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.
"HONGKONG MARU".....SATURDAY, 30th May, at Noon.
"CITY OF PEKING".....SATURDAY, 6th June, at Noon.
"DORIO".....TUESDAY, 16th June, at Noon.
"NIPPON MARU".....WEDNESDAY, 24th June, at Noon.
"SIBERIA".....THURSDAY, 7th July, at Noon.
"OPTIC".....SATURDAY, 11th July, at Noon.
"AMERICA MARU".....TUESDAY, 21st July, at Noon.
"KOREA".....TUESDAY, 28th July, at Noon.
"GAELIC".....TUESDAY, 4th August, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' land connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 22nd May, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knot.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN".....3,882 Tons.....WEDNESDAY, 27th May.
"EMPRESS OF CHINA".....6,000.....WEDNESDAY, 3rd June.
"EMPRESS OF INDIA".....6,000.....WEDNESDAY, 10th June.
"EMPRESS OF JAPAN".....6,000.....WEDNESDAY, 17th July.
"TARTAR".....4,475.....WEDNESDAY, 22nd July.
"EMPRESS OF CHINA".....6,000.....WEDNESDAY, 29th August.
"ATHENIAN".....3,882.....WEDNESDAY, 11th August.
"EMPRESS OF INDIA".....6,000.....WEDNESDAY, 25th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 13th March, 1903.

D. E. BROWN, General Agent, Peddar's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SEGOWIA	HAVRE, BREMEN and HAMBURG.	2nd June.	Freight.
Frick	(Calling at SINGAPORE and COLOMBO).		
STRASSBURG	HAVRE and HAMBURG.	16th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	30th June.	Freight.
Borck	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	14th July.	Freight.
Jahns	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	28th July.	Freight and Passengers.
Bischof	(Calling at SINGAPORE and COLOMBO).		
MADENIA	HAVRE and HAMBURG.	11th August.	Freight.
Rorden	(Calling at SINGAPORE and PENANG).		
NUBIA	NEW YORK VIA PORTS.	2nd June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 22nd May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....2,363 tons.....Captain H. D. Jones.
"POWAN".....2,338....." G. F. Morrison, M.R.
"FATSHAN".....2,260....." A. W. Dixon.
"HANKOW".....3,073....." C. V. Lloyd.
"KINSHAN".....2,860....." J. J. Lossius.
Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule, Sunday excepted.
Do. from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....2,19 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING".....569 tons.....Captain R. D. Thomas.
"SAINAM".....588....." B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

[357e]

Intimations.

MIDZUSHIMA & CO.,

COAL MERCHANTS,

No. 4, QUEEN'S ROAD CENTRAL,
(FACING DUDDELL STREET).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: FUCHI-HONMACHI, MOJI.

MINAMI-AIKAWA, OSAKA.

KAIKAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address:—"MIDZUSHIMA" Kobe, Moji, Osaka, Wakamatsu and Hongkong.

Code used:—A. & B. C. 4th Ed.

IMPORTERS OF JAPANESE COALS.

CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France,

Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c.

SOLE PROPRIETORS of Kumamoto and Tenoura Coal Mines.

SOLE AGENTS for Kawamiji, Komatsugaura, Tenoura, Minamio, Ikejira and Kumagahata Collieries.

K. UMEMURA, Manager.

Hongkong, 3rd March, 1903.

[399e]

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES } cannot be surpassed.
HEINZ'S APPLE BUTTER }
HEINZ'S BAKED BEANS }

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553e]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.

954C]

CONNAUGHT HOUSE.

"HER- CU- LEX"

for

Nerve

Weakness

"HER-CU-LEX" is the latest invention of Dr. Sanden, the pioneer of Self-Treatment with Electricity. Popular throughout the world as a natural, common sense remedy for Nerve and Brain Exhaustion, Indigestion, Constipation, Pain in the Back, Rheumatism, Declining Vigor, Urinary Weakness, Sluggish Organs, Impotency, etc.

Not "a cure-all" but an ideal cure for all disorders or weakness resulting from overwork or excess of any nature. It is simple, harmless, convenient; has a perfectly constructed battery enclosed in comfortable cloth case. Worn about the waist nights, or during the evening, the mild, soothing currents invigorate the nerve and vital centres, awaken dormant nerves, strengthen relaxed muscles and induce natural secretion of the vital fluids. This improves digestion, enriches quality of the blood and accelerates its circulation, and has a direct beneficial influence upon the bowels, regulating their action in a natural way. Used during a period of rest, it conforms with the processes of Nature in every way.

Dr. Sanden's method of self-treatment, WITHOUT DRUGS, is the only self-treatment consistent with natural law and appeals to reason and common sense as filling a long felt want among those who are neither sick nor well, who are "all run-down," and just dragging along in a half hearted manner; also to those who have concluded that drugs cannot cure them. With ordinary care, "HER-CU-LEX" will last for one year; it makes no noise and is as comfortable as your clothing. If you are weak or otherwise ailing, send for Dr. Sanden's latest book, "Health in Nature," free upon request, securely sealed.

Every weak man should read it. It will prove interesting to you, as it has to others who had failed of recovery by other means. Send at once and write name plainly. Address, men-

FREE BOOK

All orders from Hongkong and vicinity sent free, post paid, via Parcel Post.

Sanden Electric Co., Dep't J.,

No. 61 Main St., Yokohama, Japan.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY

Late Bakin, Cruickshank & Co., Ltd.

[368d]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex

Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex

Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 13th May, 1903.

[19]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAIL-MAKERS,
COAL AND PROVISION NE-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

SOLE AGENTS for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903.

[18]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

[595d]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT

PAINTER, Etc.

PHOTOGRAPHY in all its Branches.

Groups and Interiors a Speciality.

Large Selection of Views.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 26th May, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, ALSO ONE YOST TYPEWRITER, 12 ROLLS JAPANESE WALL PAPER and ONE NEW 12-BORE FOWLING PIECE by L. C. SMITH, NEW YORK (In Good Order and Condition). TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 22nd May, 1903. [6172]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 26th day of June, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, below Mount Kellett Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one term of 75 years.

No. of Sale	Locality	Boundary Measurements	Content in Square Feet	Annual Rent	Upset Price
No. 114	Mount Kellett Road.	225 225 110 110 24 750	142 3	1,072	

Kuan Building Co., Ltd.
Hongkong, 23rd May, 1903. [6242]

Insurances.

EQUITABLE LIFE
"STANDARD" FIRE, MARINE, AND ACCIDENT INSURANCE CO. OF NEW YORK.
An Equitable Life Policy is the best security for a family's future. It is a life insurance policy which is not only a life insurance policy, but also a savings bank. Write for information to the undersigned.
F. KYLE, Manager.
Hongkong.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are pleased to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.,
Hongkong, 23rd May, 1903. [121]

Intimations.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the EIGHTH ANNUAL GENERAL MEETING of the Company (since its Registration) will be held at the OFFICES of the Company on THURSDAY, the 28th instant, at ELEVEN o'clock in the forenoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1902.

The REGISTER of SHARES will be CLOSED on FRIDAY, the 22nd instant, until SATURDAY, the 30th instant. Both Days inclusive, during which period no Transfer of Shares will be registered.

By Order,
A. H. MANCELL, Secretary.

Hongkong, 15th May, 1903. [5892]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the above Company will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th June, at Noon.

J. WHEELLEY, General Manager.
Hongkong, 22nd May, 1903. [6182]

KENNEDY'S HORSE REPOSITORY, CAUSEWAY BAY.

HAVE always on hand for hire Waters and China Ponies suitable for hacks or carriage work by day, week, or month. Horses Bought and Sold on Commission.

G. W. GEGG, Manager.
Telephone 64,
Hongkong, 19th May, 1903. [6032]

WING HING,

WHOLESALE AND RETAIL

DEALER IN

PORCELAIN AND EARTHEN

WARES,

OF EVERY DESCRIPTION AT

MODERATE PRICES.

No. 79, QUEEN'S ROAD CENTRAL.

(Established in 1885.)

Hongkong, 4th May, 1903. [5522]

TSU FAN

DENTIST.

PRICES MODERATE—CONSULTATION FREE.

Next to Hongkong Dispensary, 150, Queen's Road Central.

Hongkong, 18th November, 1902. [15992]

Intimations.

WANTED.

THERE is a VACANCY in the GOVERNMENT CIVIL MEDICAL DEPARTMENT for an EUROPEAN WARDMASTER.

SALARY, &c., £110 a year, rising by Triennial Increments of £20 to £150 a year, with Uniform and Free Furnished Bachelors' Quarters.

Applications, with Certificate of Character, &c., should be sent to the PRINCIPAL CIVIL MEDICAL OFFICER, at the GOVERNMENT CIVIL HOSPITAL, not later than NOON of the 30th instant.

The Candidate selected must be a Bachelor under 35 years of age.

Hongkong, 23rd May, 1903. [6252]

THE ROBINSON PIANO Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undemoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER \$400
NEEDHAM 380
DORNER 375
ROINSCH 400
SCHIEDMEYER 250
BORD 285
RACHALS (SEMI-GRAND) 700
H. & MULLER 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [4152]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at No. 122, 123, 124, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [5432]

NOTICE TO MARINERS.

No. 172 (SPECIAL):

CHINA SEA.

SHANGHAI DISTRICT.

Temporary withdrawal of the Tungsha Light-vessel.

NOTICE is hereby given that, on or about the 1st June next, the Tungsha Light-vessel "Tungsha" will be removed for repairs, and that the temporary Light-vessel "Lee Yuen" will take her place.

The "Lee Yuen" is a three-masted steamer painted black, having a black funnel with a yellow band round it. Her mainmast, which is surmounted by a black ball, has a yard across from each arm of which two fixed lights will be suspended in a vertical line. The two upper lights will be Red and at a height of 55 feet above the sea, and the two lower ones White at a height of 35 feet.

In clear weather, the Red lights should have a range of visibility of 5 miles, and the White ones a range of 10 miles.

A White light will also be exhibited from sunset to sunrise on the foremast at a height of 6 feet above the rail, to show the direction in which the Light-vessel is heading.

During foggy or thick weather, a gong will be sounded at intervals of one minute.

If the Light-vessel be driven from her proper position to where she is of no use as a guide to shipping, the usual lights will not be exhibited but a small fixed Red light will be shown at each end of the vessel; the ball will be struck, it will be surmounted by a Red flag.

N.B.—It may possibly happen that one or both of the vertical lights on one yard arm of the temporary Light-vessel may be obscured by her own mast or funnel to a vessel that is approaching her when she is swinging across the channel.

J. T. ELDRIDGE, Acting Deputy Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 18th May, 1903. [6142]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1898. [41]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week \$ 2.85
One month 7.20
Two months 13.00
Three " 20.00
Six " 37.50
Twelve " 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts 5 per cent.
6 " 10 "
12 " 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

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Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 25th instant, at 9.30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 20th May, 1903. [6532]

TOYO KISEN KAISHA.

NOTICE.

THE Steamship

"HONGKONG MARU," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN, Agent.

Hongkong, 20th May, 1903. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"VINDOBONA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 21st May, 1903. [5972]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Arctica*. From Calcutta, ex S.S. *Sumatra*. From Persian Gulf, ex B.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd May, 1903. [14]

"BEN" LINE OF STEAMERS.

S.S. "BENLOMOND,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12nd May, 1903. [6222]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 30th May, at Daylight.
AKI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 2nd June, at 4 P.M.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 2nd June, at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th May, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Shamouti	9,666	W. M. Smith	May 30
Olympia	2,837	J. Truebridge	June 24
Tremont	9,666	T. W. Garlick	June 30
Tacoma	2,812	A. Dixon	July 6

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 25th May, 1903. [8742]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 2nd June, 1903, at 11 A.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 1st June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st May, 1903. [10042]

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KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 13th October, 1902. [11162]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAILS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

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- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00 \$1.00
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 - CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule ... 16.00 1.40
 - D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00 1.50
 - E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule ... 27.00 2.25
- B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.
- GUARANTEED SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. Geo. G. SANDERMAN, Sons & Co., of London, Oporto and Xeres:-

- LIGHT DRY ... \$16.50 \$1.40
 - SOLERA ... 24.00 2.00
 - VERY PALE DRY ... 24.00 2.00
 - PULL GOLDEN ... 27.00 2.25
 - PALE DRY NUTTY ... 30.00 2.50
 - FINE OLD BROWN ... 40.00 3.50
- MADEIRA.
- GOOD ... \$16.50 \$1.40
 - FINE ... 27.00 2.25

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FURNITURE.

ELECTRO-PLATED,
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PASTEUR'S MICROBE-PROOF
FILTERS,
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COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

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Hongkong, 8th July, 1902. [728d]

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CLARKE,

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SHIPBUILDERS,
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TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 231.
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DAILY—\$30 per annum.
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The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On the other hand, an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, Twenty-five Cents.

DEATHS.
On the 11th April, at Ilfracombe, ROBERT MCQUEEN, late of Shanghai, in his 67th year.
On the 16th May, at Hamburg, GEORGE LUCKE, formerly of Shanghai.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 25, 1903.

LOCAL AND GENERAL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—Advt.

A DESPATCH from St. Petersburg announces that a Regiment of Cossacks has been despatched from Ussuri to Manchuria; and that an independent Cossack Brigade has been formed there.

IN a recent issue we gave the particulars of a case in which a couple of natives were arrested while in possession of a trunk containing the dead body of a naive woman which they were carrying up to a hill side for burial. The sequel came this morning when Mr. Hazeland fined them \$200 or three months.

A SWISS engineer commissioned by the Russo-Chinese Bank, has just finished the survey of the projected Peking-Virga-Tsitsihar Railway and says that the route is 1,200 versts long and much shorter than the Peking-Tsitsihar route to be traversed by the Chinese Eastern Railway. The survey was a hard piece of work and occupied two years.

Now look out for LeMunyon's new store adv. It is a beauty.—Advt.

BEFORE Mr. F. A. Hazeland this morning, eight Japanese women and five men were charged with being stowaways in the s.s. *Ali Maru* on her trip from Moji to Hongkong. They were charged by the chief officer who found them in the ship's hold when a day out from Moji. Mr. Hazeland adjourned the case for a week in order that the Japanese Consul might be present.

THE Amoy correspondent of the *N. C. D. News* states that the Taotai issued a proclamation on the 30th ult. announcing that the International Settlement on Kulangsu would come into existence on the 1st of May. On that day Lieutenant Colonel Mackenzie, the Secretary of the Municipal Council, arrived from Shanghai per C. N. S. *Huphe* with ten Sikhs to take over charge of the new Settlement.

THE M.M.S. *Oceanic* which arrived at Shanghai on 19th inst with the mail of the 18th ult. made an unusually fast trip, delivering her mails in 31 days from London. She encountered the usual winds in the Indian Ocean, and between Hongkong and Shanghai had fog and rain, in spite of which she reached Woosung at 5 a.m. on the 19th, making the run from Hongkong in 60 hours.

ON Saturday evening an old man was going aboard the s.s. *Perseverance*, moored near the Canton-Macao wharf, but was refused a passage to Macao. A scuffle ensued on the gangway with the result that he was pushed overboard and drowned. Three coolies were arrested and charged before Mr. F. A. Hazeland this morning with manslaughter. He adjourned the case. The body of deceased was subsequently recovered by Inspector Smith.

SOME excitement was caused in Des Vaux Road about 9.30 last evening when the sounding of police whistles attracted a crowd to the Main Hotel where six men were observed disporting themselves. They had thrown a few tins of coal tar over the side of the premises, and subsequently 'let go' one of the verandah hatches. It is stated that they had revolvers and fired several shots. The police were 'rung up' and one of the men was caught. Others may be 'spotted,' and then the details of the escapade will be brought to light.

At about 3.30 a.m., to-day No. 149 Hok Un, Kowloon, was entered by six robbers who were fully armed, and after binding and gagging the inmates, an old man and his daughter, cleared off with clothing, jewelry and cash. The police were informed, and after a search secured four of the robbers in Hunghom, one at Yau-mai, and the other, in a dying condition, in Hok Un, near the Cement Works. He was removed to the Civil Hospital, but expired on the way. The remainder were formally charged this morning before Mr. F. A. Hazeland, who adjourned the case for a week.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—Advt.

Don't forget the chits for they will not go. LeMunyon.—Advt.

IN West Java the Chinese are arduous enough to hit upon a clever dodge for making used postage stamps as good as new. On sticking a new stamp upon an envelope they smear the stamp on the face with paste or with a thin layer of glue. On the stamp being defaced at the post-office, the addresses can easily wash away the paste or glue, and the stamp is again serviceable.

LADY Lonsdale was to have been received by the Empress Dowager, but she has regret to learn been too ill to have an audience. Mrs. Gairdner, who is a clever Chinese linguist and usually acts as interpreter to the Legation ladies, went with another lady to the Summer Palace to convey Lady Lonsdale's apologies in person, and they were detained by the Dowager for a long and friendly chat.

AS an additional attraction for parties of trippers and, incidentally, American visitors, it is proposed to equip the newly electrified line between Shepherd's Bush and Hamp on Court with tea and luncheon cars, so that refreshments may be served on the way without loss of time. The scheme is worked with great success by the tramway companies of New York, Chicago, Philadelphia, and other American cities.

A GOLD mine has been examined thirteen miles from Batavia on the railway from three to Buitenzorg with such promising prospects as to justify the issuing of a prospectus. Sample ore tested at Batavia shows both gold and silver. A yearly profit of 28 per cent from working the mine is looked forward to. Would-be shareholders are asked to visit the mine, and sample the ore for themselves before sinking money in the venture.

THE Scotchman who always emptied his glass at a gulp because he "once had one knocked over" would have been sick at heart to witness the catastrophe which occurred the other day at Yarmouth. A barrel of whiskey toppled off a van to burst on the ground, and a hundred and ten gallons of the precious fluid sent up a sweet and saddening savour to all the appreciative nostrils of the vicinity. The occupants of the adjacent coal-yards "for the want of proper utensils" shovelled the whiskey up in their broad spades, and then performed the acrobatic feat of conveying it down their throats.

THE *L. & C. Express* of the 24th ult. says:—The silver market continues to show great strength. The scarcity of spot silver, owing to the continuance of the American Government purchases and the filling of the French Mint, is the chief cause; but the covering of shorts for the end of the month has aggravated the position, and in addition India has been a buyer. The price has risen till at the close it is 23½d. for cash, the market being firm with no sellers. Mexican Dollars have risen with silver, and remain at their melting parity.

WRITING from Tientsin on 14th inst. our correspondent says:—The state of affairs in the city has not altered for the worse or the better. Export trade seems to have bucked up a little within the past month, but the Bund is much clearer than we were wont to see it. Rumours have been circulating again about Yuan-shi Kai. I have heard it stated he has lost his Yellow Jacket and is in considerable danger of being shifted, which I have led you to expect. If the finances do not improve he will certainly have to bear the responsibility, and if it is ascertained that the refusal of the Shansi merchants is largely due to the presence of so many Cantonese here, this will be another peg on which his enemies will hang accusations. The foreign bank compradors are holding daily consultations to see if any arrangement is possible by which three million taels can be floated on the market. None of the gentry can be found to act as guarantors for this amount, and an appeal from the Viceroy to the Board of Revenue has resulted merely in a reply of "No go." Thus the masterly inactivity of silver is being steadily maintained.

AN extremely plucky act was done at Hankow the other day by a midshipman of H.M.S. *Glory*, Cecil P. Talbot, says the *N. C. D. News*. He was in charge of the picket-boat and was coming alongside, when a liberty man who was coming off in a sampán fell into the river. Though the river was running 3½ knots, and he was in his thick uniform with his dirk, Mr. Talbot immediately jumped into the river, caught the man, and held him up by one arm, at the imminent risk of being swept under, while with the other hand he caught a rope that was thrown to him; and he held the man up until two Chinamen got him into their sampán. The man was nearly dead when brought on board the *Glory*, but Mr. Talbot fortunately was none the worse for his very gallant exploit.

THOSE passengers by the P. and O. steamer *Caledonia* who embarked at Marseilles had what is fortunately an unusual experience at that port, relates a recent number of the *Times of India*. On the arrival of the special train at Mole C, they found that the *Caledonia* was not lying alongside the quay, but was anchored a short distance away, while such a furious storm of wind was raging that all communication between the ship and the shore except by signal was impossible. It appears that, when the *Caledonia* arrived on Thursday, the 16th April, her berth was occupied by another vessel, so she lay to until the latter should clear out of the way; but in the evening, such a furious gale arose that it was not considered safe to try and bring the vessel alongside the quay, so she remained where she was, waiting for the wind to "go down." The gale continued for two days, and it was too rough to let down gangways, so passengers were hoisted on board in a huge basket, three persons at a time, and safely deposited on deck.

THE plague has claimed another European victim in the person of Mr. J. White, a mercantile clerk, who resided at No. 42, Pottinger Street.

THE recent earthquake in Palestine which took place on March 30th, seems to have been most severe in the Valley of the Jordan and round the Dead Sea. The level of the Dead Sea has fallen considerably, and now according to report, the Jordan pours its waters into the lake from an elevation, whereas formerly it was nearly on the same level. Evidently the bottom of the Dead Sea must have subsided during the earthquake. The whole region of the Valley of the Jordan near the sea is volcanic.

ACCORDING to the *Sarawak Gazette*, the Government for the last two years has been striking a level into the Hill on Berembang Island in Brunei river and had pierced about 300 yards when a spring of oil was struck. The oil found came out in considerable quantity and is now blocked into the level till some report can be gained as to the quality, value, etc. The Sarawak Government obtained many years ago a rights over coal in the Brunei Territory, but a concession for oil had to be granted by H. H. the Sultan of Brunei and this has now been received. The particulars of the oil will be reported on by experts in London.

THE *China Gazette* relates that on the afternoon of the 17th inst., the neighbourhood of Boone Road, Shanghai, was converted into a regular battlefield by a number of drunken Russian men-of-war-men who full of seven or eight American and two British tars. During the height of the melee things were very lively and the inmates of the neighbouring houses were kept busy dodging flying missiles. The police made no arrests; later in the afternoon several inebriated Russians invaded the Public Garden, and rolled around in hilarious intoxication which not even the torrential rains could damp. But they did not meet anyone to fall foul of and soon got tired of such an unpromising spot.

IT was rumoured in Tokio a few days ago that the Government had advised the Nippon Yusen Kaisha to be ready to turn some steamers over for service as transports. Mr. Kato, Vice-President of the company, stated that there was no truth in the rumour. It was, he added, perfectly true that the company are always ready to provide transports as they were in receipt of a large subsidy in order that they might be able to respond to the Government's orders at any moment. If the company should receive an order for transports from the Government the ships on the North China line, Shanghai line and Bombay line would be taken off first, then those on the American and Australian line, and finally the ships on the European line.

AN exciting incident was witnessed in the harbour yesterday, when a police pinnace chased a junk. It appears that a junk on duty in Praya East saw the crew of junk No. 16,310 H, throwing loaded sacks into the water. This aroused his suspicion, and boarding a sampán he gave chase. The junk immediately weighed anchor, and dodged in and out of the shipping. This made the constable more suspicious so he summoned a police steam pinnace. For over half an hour the junk eluded the law, but eventually sailed over to Hunghom Bay, when she was overhauled and taken in tow to the police camber in Tsim Tsai Tsui. It was found that the master of the junk had been throwing stolen coal into the harbour. Before Mr. F. A. Hazeland this morning he was fixed \$20. Inspector Collet prosecuted.

ALVA THE GREAT.

For the opening night of Alva the Great Company there were several matters with which to contend. First and foremost the weather was bad, as bad as it could possibly be, then the Boat Club had a smoker in St. Andrew's Hall, and petty officers and police of the naval yards and R. N. Hospital were also enjoying the Saturday evening amid smoke and song. Nevertheless the Theatre Royal performance attracted a much larger audience than could be expected on such an evening, and it must be a source of satisfaction to the company to know that when a good thing is on the boards Hongkong folk will venture out *maskin* rain, *maskin* counter attractions. The fascinating programme was carried through from start to finish and everyone enjoyed the clever and mystical illusions. We have previously referred to the nature of the entertainment and given an account of some of the more weird items and, in this short review, it will be needless to reiterate the general opinion expressed by all who have witnessed the successful company in other lands. Having seen the performance ourselves and heard the views of others present at the City Hall on Saturday we can assert without fear of contradiction that those who do not take the opportunity of witnessing the entertainment during the short stay of the company in Hongkong will miss a treat that is not often placed their disposal. We shall refer to the performance at greater length in another issue.

INDO-CHINA S. N. CO., LD.

THE ANNUAL MEETING.

Messrs. Jardine, Matheson & Co. fully informed us that they have received the following telegram from the Board of Directors of the Indo-China Steam Navigation Co., Ltd.:—"General Meeting of Shareholders will take place on the 4th June when it is proposed to declare a dividend of 5%."

SMOKING CONCERT.

A most enjoyable smoking concert was given by the petty officers and police of the naval yards and R. N. Hospital on Saturday evening, and notwithstanding the inclemency of the weather there was a capital attendance, some hundred guests, including the Rev. F. Icely (chaplain), Engo, Lieuts. Donkin, Byles, Meiklem, and Mr. F. Parker, assistant paymaster, being present. Much credit is due to the hon. secretary, Mr. W. Pearce, who presided, and to the Committee, Messrs. D. Knight, H. Gilbert, H. Hughes, T. Sheehan, H. Kearney, and J. MacDonald, for the satisfactory arrangements made for the comfort of the guests. Mention should also be made of Mr. Burgess, who put in a good day's work in decorating the premises. The programme was of excellent quality and variety. Mr. D. Knight, in his songs *On the road to Mandalay* and *Dream of Love* proved himself a clever vocalist. Mr. G. Burnett scored a great hit with his *Sermon on the Mount*; Mr. W. T. Burgess gave *The Dear old Regiment* in fine style; Mr. W. J. Dockree was well received in his impersonations, *Alen you are Divine* and *Rose of Persia*; an Mr. H. Gilbert proved a great success in rendering *Sing us one of the old songs*, assisted by a full district chorus, which was very effective. An absurdity, produced by the "2 B's" (W. T. Burgess and G. Burnett) kept the house in roars of laughter and the performers proved themselves clever eccentric comedians. Violin and piccolo solos by Mr. Jenkins made a great impression. Mr. N. F. Rogers in his comic songs, *Don't Apologise*, and *Can't you take my word* was very funny. Messrs. Hoskin, Bennett Bowen, Thompson, and Palmer also contributed to the programme. Toasts given during the evening were, "The King," Mr. W. J. Pearce; "Our Guests," Mr. F. Reynolds; and "Absent friends," Mr. W. Burgess. Mr. Fuchwell passed a hearty vote of thanks to the Rev. Chaplain Icely for the kind way in which he assisted the Committee in promoting a successful concert, and musical honours were accorded him. In response the Rev. Chaplain thanked them for their kind appreciation, and thought as he had only been amongst them three months, they had soon made up their minds that "he was a jolly good fellow." A hearty vote of thanks was then accorded to Mr. W. J. Pearce for the admirable way in which he conducted the concert as Chairman. The National Anthem was sung at five minutes to midnight, when the merry crowd dispersed well pleased with the evening's entertainment.—Contributed.

TIENTSIN.

(From Our Own Correspondent.)

TIENTSIN, May 14th.

In regard to Yuan's position, I hear that he is at present in great bitterness of spirit. After laying himself out right and left and getting involved to the tune of about Tls. 2,000,000 for Court expenses during the recent trip to Peking, he has received no mark of favour at all, but on the contrary nothing but fault finding for little squabbles; the state of the finances in the city etc., etc. Nothing has as yet been taken away from him, but on the other hand nothing has been added.

The reputation which Taku has acquired for reckless living and resultant tragedies, was further enhanced this afternoon by the suicide of Capt. Hurst, the brother-in-law of Capt. Conner, who shot himself in the next house last year. The little Pilot Settlement possesses in itself no counter-acting influences to the temptation induced by monotony and limited companionship and a man has to be both strong minded and resourceful to live amidst deteriorating surroundings without being himself dragged down.

Russian affairs are for the moment slack. It is impossible to ascertain what, if anything, is being done. In reply to a wire to Newchwang to know the actual position sent on the 13th inst. the following reply was sent.

Russians still patrol streets, police river, issue proclamations, control native customs, bank Foreign duties, (their) officials smile (on) Foreign, frown (on) Native inquirers, leaving when (St.) Petersburg orders, to-morrow and to-morrow, (see Hamlet). Chinese merchants (are) anxious, rumours disquieting, nothing tangible. Many coal cargoes for (Russian) Railway. Expectant Taotai Li passed for North Chinchow.

A letter to hand since this wire states that no large number of Russian troops are in the port, and that the forts proper are being dismantled, that everything is quiet, but of course in Russian hands. The fact is the Russian troops are collected along the Liao River and towards Corea. They have not withdrawn in the real sense, nor can any evacuation be said to take place until the terms of Government and finances are given over to the Chinese. Of this there is yet no sign.

Three Russians have just been caught here and sent on to Port Arthur, who were evidently very expert thieves. While making a trifling purchase in a local store they removed a valuable diamond ring, and when arrested and their baggage searched a little later a quantity of very valuable jewellery was found which, it is said, was not stolen from any local store, and must have been the proceeds of private robberies or of some other place.

The entries for the spring races next week are larger than ever, and money changes hand much more freely than formerly. The Lotteries last night totaled \$7,000. A few years ago a pool of as many hundreds would have been considered good. Ideas run altogether on larger, faster lines to the present day even when allowance is made for the greater numbers.

K'WANGSI FAMINE FUND.

The Hon. Treasurers acknowledge with thanks the following subscriptions:—

Amount previously acknowledged ...	\$22,739.52
Robt. Mitchell ...	25
Geo. T. Veitch ...	50
Dr. J. M. Atkinson ...	30
W. W. Pearce ...	25
Hon. W. Chatham ...	25
W. R. L. & Co. ...	150
E. Pabany ...	400
Arratoon V. Apar & Co. ...	100
Staff of Masters, Queen's College ...	106.20
Scholars, Queen's College ...	643.80
Chan Long Hin ...	25
Rhenish Missions Tungku, Christian Chinese ...	10
Chiu Yau Lan ...	100
Him Yuen ...	100
Yiu Wo Loong ...	100
Kwong Fu Wo ...	100
Yee Shun Hong ...	100
Lai Hing ...	100
Yee Shun Co. ...	100
Sun Hing ...	100
Kai Hing ...	100
Yee Yuen ...	100
Tung Shing Wo ...	100
Hau Fung Hong ...	100
Mau Sang ...	100
Kung Yuen ...	100
Kwong Yuen Hing ...	100
Kwan Wo Loong ...	100
Kung Tai Hong ...	100
Ho Chak Sang ...	100
Chow Hing Ki ...	100
Wong Lai Chuen ...	100
Sum Yee Co. ...	100
Wong Cheung Wa ...	100
San Wang Co. ...	100
See Wo ...	100
Tak Cheung ...	100

\$ 26,879.52

S.S. "PEMBROKESHIRE" ABANDONED.

According to the *N. C. D. News* of the 20th inst., the Shire liner *Pembroke* stranded on the North Saddle, has been abandoned to the underwriters, all cargo possible having been taken out of her.

THE STRIKE AT THE MITSU BISHI YARD.

DEMAND TO BE REFUSED.

The strike of *lekko* workmen of the Mitsu Bishi Dockyard, Nagasaki, continues. A representative of the *Nagasaki Press* visited the yard on Friday afternoon, says a Shanghai journal of 19th inst. He states that the men have not returned to work. Large numbers of them had gathered in small crowds here and there in the neighbourhood of Tategami, and it was evident, in his opinion, that the men were confident of receiving at any moment a request to return to work, with a promise that their demand for a thirty per cent. increase in pay should be granted.

THE RUSSIAN FAR EASTERN SQUADRON.

DEMONSTRATION OR COINCIDENCE?

At present the movement of Russian warships attracts the special attention of the public. Vessels of the Russian Far Eastern Squadron have changed base in a remarkable way since the beginning of this month. The majority of those which have been staying in the various waters of the Far East are now assembled in the Gulf of Pechili, including the gunboat *Granatshchik*, battleship *Sevastopol*, cruisers *Rusia* and *Gromoboi*, battleship *Retvizan*, cruisers *Diana*, *Palada* and *Novik*. The centre of the Russian naval strength is, of course, Port Arthur, where there are over thirty ships of various classes, of which the principal vessels are *Preveliet*, *Retvizan*, *Palada*, all battleships of from 10,900 to 12,600 tons displacement, and *Kurik* an armoured cruiser of 10,900 tons. It is not known whether Russia has voluntarily designed a demonstration *re* the Manchurian question or whether this is a curious coincidence of arrangements for the reported grand naval manoeuvres with the outbreak of the Manchuria trouble. At all events, the Russian Navy is evidently active in North China waters, as reported from various sources in that region.

SHIPPING AND MAILS.

MAILS DUE.

German (*Zieten*) to-morrow.
Canadian (*Empress of China*) 29th inst.
Indian (*Nansam*) 2nd prox.
Australian (*Chinglu*) 5th prox.
German (*Preussen*) 13th prox.
American (*Nippon Maru*) 15th prox.
The B. T. B. Co's s.s. *Lyra* arrived at Muroran on 23rd inst.
The P. & O. s.s. *Andromeda* arrived at Yokohama on 23rd inst. and is due here on 3rd prox.
The Imperial German Mail s.s. *Stoll* which left here 20th inst. has arrived at Shanghai on 23rd inst. at 9 a.m.
The Imperial German Mail s.s. *Zieten* left Shanghai on 24th inst. at 5 a.m., and may be expected here on 26th inst. at 5 p.m.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

The Liberals and Mr. Chamberlain's Fiscal Policy.

LONDON, 22nd May.

Mr. Spencer at the National Liberal Club said that Liberals must unitedly oppose preferential duties.

Mr. Asquith, speaking at Doncaster, said that Mr. Chamberlain's proposal was the first shot in a campaign which must meet the undivided hostility of the Liberal party.

The "America" Cup.

In the first trial race the *Reliance* beat the *Columbia* by fourteen minutes.

The Near East.

Over two hundred Bulgarian officers have lately crossed the Macedonian frontier in command of bands aggregating 2,600 men destined to operate in various districts.

Rebel Outbreak in Yunnan.

A serious anti-dynastic outbreak has occurred in Yunnan; the rebels have captured the City of Li-nan-fu and the French Consul-General reports the situation to be grave.

Serious Outbreak of Typhoid in England.

23rd May.

A sensation has been caused in England owing to a serious outbreak of typhoid at Purfleet and Manchester traceable to disused Army blankets sold by the authorities in South Africa and shipped to England where they were resold throughout the country.

The Near East.

The Sultan's Peace Commission are still prisoners. When the troops approached Ipek, the Albanians removed them to a Russo-Servian Monastery at Dechani, which they threaten to destroy if the troops continue to advance. Russia has demanded that the Porte protects the Monastery.

(N. C. D. News.)

The Russian Attempt to Command the Mouth of the Yalu.

Tokio, 19th May.

The Russians are apparently trying to establish a Settlement at Yonampoh, on the seacoast, south-west of Wiju, forming with Takushan two ports commanding the mouth of the Yalu.

Yonampoh is capable of conversion into a good harbour. The pretext of the Russians is that they require it as a place for shipping the timber they are cutting in the forests of Pengu, which mountain the Koreans declare is not included in the Russian Lumber concession. The Government at Seoul has therefore protested strongly against the purchase of land by the Russians at Yonampoh.

This incident is attracting some attention in Japan.

ANGLO-CHINESE TRADE RELATIONS.

RIVAL SYNDICATES JOIN FORCES.

The following appeared in the *Westminster Gazette* on 17th ult.—We are able to publish the news, on the highest authority, that an agreement has been concluded between the Pekin Syndicate and the British and Chinese Corporation whereby all rivalry in the work of Chinese railway construction between the two companies will disappear, and the hands of the British Government considerably strengthened in future negotiations with the Chinese authorities for the fulfilment of their concessional liabilities.

This information was gathered by a *Westminster* representative in the course of an interview with a gentleman in the inner councils of the Pekin Syndicate; and its accuracy is beyond question.

"The slight rise that has recently taken place in the Syndicate's shares," said our informant, is probably due to the fact that the news has leaked out that an agreement for the joint holding of railway concessions north of the Yangtze River has, after considerable negotiation, been concluded between the Pekin Syndicate and the British and Chinese Corporation, the only other British syndicate interested in Chinese railway construction. Under this agreement all the railway concessions owned by the two companies will be worked on joint account.

"The Foreign Office has been put into possession of the full details of the agreement which have been forwarded to the British Chargé d'Affaires in China."

"The decision to join forces is of the highest importance to the interests of the contracting parties. Formerly, when the Chinese Government were chided for their extraordinary delay in granting the facilities promised under the various concessions, it was usual for the Pekin Syndicate to be played off against the British and Chinese Corporation. 'When you can tell us which group of men you wish to cater for,' the British Chargé d'Affaires was told in effect, 'we will see what we can do.' Hence the mortifying sight of foreign competitors forging ahead with new undertakings, while the British companies were quarrelling for precedence."

"Now, however, thanks to the sagacious interference of the British authorities at whose instigation the agreement was fixed up, the only excuse for Chinese delay is disposed of; and the work of railway construction will go ahead with far greater facility than formerly."

"LITIGAL PROSPECTS IN CHINA."
"There is a disposition in certain quarters to apprehend a recurrence of political unrest in China. Do you share these fears?"

ASK FOR ASAHI JAPANESE BEER—G. Girault.

It is not possible to entertain such a notion in view of the direct evidence to the contrary that is placed before me every week. The Pekin Syndicate, for instance, is constructing a railway eighty miles in length in the north of China; and no trouble has so far been met with, nor are there any indications that disturbances are probable. Labour is cheap and plentiful, and peaceful conditions prevail.

"There is now telegraphic communication between every district covered by the operations of the Syndicate; and if any disturbing elements were prevalent the most reliable information on the subject would quickly be in the hands of the London directorate."

"The railways to be opened up under the agreement now arrived at are in the centre of China; the anxiety of the British Government to put an end to the existing deadlock can therefore easily be imagined, in view of the necessity for the early establishment of efficient transit facilities."

To the Editor of the *Westminster Gazette*.
Sir,—You gave announcement on 17th inst. to the effect that two British Syndicates seeking concessions for railways in China had amalgamated. You make, however, certain statements thereon which are incorrect. It is very misleading to say that the two syndicates named were rivals, and that during the past they have quarrelled for precedence. Their respective functions and spheres of interest from the first have been quite separate and perfectly distinct.

The terms of the concessions claimed by the Pekin Syndicate constitute it, and question a purely mining company, having no interest whatever in the Imperial Railways of China for general transport purposes, the lines which it is entitled to build being only available for colliery connexions. Though repeatedly called on to proceed, no mining has yet been done. As five years have elapsed since the concessions claimed by it were granted, it is now quite optional on the part of the Chinese Government to say whether or not these are to be renewed. If not, the Chinese will doubtless deal with the railway materials improperly laid down, somewhat after the precedent created by the old Woosung railway at Shanghai, which formed almost an exact parallel to the present attempt to force out of the Chinese the right to construct railways from a concession obtained for another purpose.

The British and Chinese Corporation are also five years in arrears in giving effect to the concessions then obtained by them. The re-granting of concessions for the three railway lines rests entirely with the Chinese Government, and it is also for it to say on what terms and conditions they may be renewed. These ought to be such as will provide for the full indemnification of the Chinese Government for the losses incurred four years ago by the irregularities in the conduct of the affairs of the North China Railway, and prevent any possibility of a recurrence in the future. The non-settlement has caused great mistrust among investors in Chinese railway bonds. The Corporation has been frequently asked to proceed with the concessions, but without any effect or explanation.

It is therefore not true that on the part of the Chinese Government there has been any delay whatever, or failure in the fulfilment of their concessional liabilities. The boot is on the other leg.

Your announcement of the 17th inst. also implies that the concessions claimed by the two syndicates cover and include all those for railways, &c., in the hands of British parties. This is not so. Before either of these two companies came into existence there were certain agreements made between the Chinese Government and British subjects, as to the railway, &c., requirements of the Great Plain and other parts of China. These have been recently reconfirmed, and are now, therefore, in full force. As yet neither of these syndicates, nor the British officials, have made any overtures for co-operation with these interests, though they form the principal factor in the present situation so far as concern the transport facilities to be created by the Imperial Government of China between North Honan, &c., and the Lower Yangtze.

"The mortifying sight of foreign competitors forging ahead with new undertakings" has thus arisen from causes very different from those assigned by your informant. The real adverse influences thus being as follows:

(1) The ignoring of the railway, &c., concessions in the Great Plain, &c., of China, held by other British subjects.

(2) The non-indemnification of the Chinese Imperial Government for the losses which arose through the North China Railway irregularities in 1899, causing an uncertain value to attach to Imperial Chinese Railway bonds.

When these two are properly recognised, then, and not till then, may we hope to see the work of railway construction in China, under British auspices, forging ahead in the manner required by the Chinese Government and benefiting British prestige.

The statements made in your issue of the 17th inst. being very misleading, it is necessary that the real facts, which are as above, should be disclosed to the public—I am, &c.,
April 21. MERCATOR.

THE "P. & O." AND BAGHDAD RAILWAY.

Sir Thomas Sutherland, the Chairman of the Peninsular and Oriental Steam Navigation Company, has been talking to an interviewer about the projected Baghdad Railway. The undertaking, he says, is viewed by his company without the slightest apprehension, and as a matter unimportant to their interests. Sir Thomas adds that he will be able better to state his views in ten years' time when he has had an opportunity of considering the effect of the working of the railway of the Eastern Traffic.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

A VISIT TO TONKING.

(Peking Correspondent of The Times)

Hanoi is a portion of Paris modified by experience of tropical heat, translated bodily into the tropics. Nowhere in Asia are officials so luxuriously housed, nowhere are there finer hotels or more cheerful cafés. Everything is done for the official. Everything is subsidised for his benefit. Steamers on the coast, launches on the river are subsidised for him. A theatre is subsidised to give him amusement, and the actors are carried from France, at the cost of the French taxpayer simply to cheer him in his exile. This exile is made as cheerful as possible. It is difficult to know what more could be done for him. So universal is the distribution of subsidies that a nurse used to advertise that she was acting without Government assistance. "Madame," sage femme, lire classe, non-subsventionnée" read her announcement. The mother country has been generous to its administrators. Their number is adequate for the needs of the colony. They at present outnumber the civil residents by 18 to 1. French people like to have colonies, but have a constitutional aversion for becoming colonists. In Hanoi business and trade seems to be in inverse ratio to the administration. The Chinese, who is the bone and sinew in the body politic in all British Asiatic colonies, is excluded, or rather, since he cannot be excluded, every check, reasonable or unreasonable, is devised to prevent his carrying on his business unfettered. Chinese complain that their position is every year becoming more difficult, that every year their burdens are being multiplied. But they need not come to Tonking, say the French. Neither French nor Annamite wish him to come. "Exclude the Chinese" seems the prevailing idea, and this to an Englishman reads, "Exclude from the colony the possibility of its wealth and riches being multiplied."

The French people have a special aptitude for exhibitions. It is worth coming a long way to see. From the ethnological and ethnographical standpoint, the exhibit of the Indo-Chinese colonies is of the highest interest. The collection should remain a permanent one, and be transported bodily to Europe. The models of native houses, of all forms of native industry, of the articles of daily use among the *indigènes* are of great value to the student. Perhaps the best arranged exhibit is that from China, but the most costly is the collection sent from Paris and Lyons. It seemed to me, however, to imply a certain ignorance of the wants of the native people. For, presumably, these were the products of the mother country that was believed might be advantageously placed among the millions of Indo-China. There were beautiful Parisian ball dresses costing £1,000 and upwards, the latest styles in corsets, beautiful silk hosiery and underwear, expensive boots, and lavishly trimmed hats that none but the highest paid functionary could afford to purchase. There were delightful perfumes and toilet requisites. And the spectators of these refined luxuries were black-teethed Annamites, dressed in a dirty gown of dingy grey cotton, carrying palm-leaf hats, bare-legged, whose ambition was to squat on their haunches and chew betel. The contrast was astonishing.

The captious might say that the whole activity of the French colonial authorities in Tonking is a misdirected activity. Its object seems to be to bring about a condition of things which will suggest to the French taxpayer the greatness of French interests in South China and induce him patriotically to support those interests by contributing subsidies towards their maintenance. There are no genuine French interests in South China. French trade, apart from the one commodity of silk, is insignificant, and the French residents who are not officials can be counted on one's fingers. There is a lavish distribution of money to create fictitious interests. Other countries may sell the protection of their flag, but France alone among the nations will subsidise vessels to fly the French flag. What earthly advantage can it be to France to see a Chinese junk, Chinese owned and carrying purely Chinese cargo, flying the Tricolour? The explanation seems to be this. Piracy is rife on the waters of the delta, and the French flag may presumably give some security to the junk from whose mast it is displayed; but assuredly an outrage committed on the junk flying that flag would give reason for active French interference, and for the wringing of concessions from pusillanimous Chinese officials.

Are the French taxpayers aware that they are paying for the support of French post-offices in Canton, Hoi-how, and Pakhoi, the three southern treaty ports; that they are subsidising steamers to carry mails the charge on which cannot be more than a few dollars a month; and that they are subsidising Chinese junks to carry the French flag? The new French post-offices are handsome structures, putting the British post-office in Hongkong to shame, but it is doubtful if the postal business done in them will cover the cost of the office ink. In addition to this misdirected postal activity, France is now undertaking a considerable extension of the Tonking railways into Southern China. The vote has been passed by the Government; soon the works will be in progress, when the French taxpayer will be given the privilege of throwing away a few more million francs a year in subsidies to railways that the most sanguine cannot hope will pay during the lifetime of this generation. Those railways which are to be continued into China can hardly any freight and but few passengers. *Indigènes* travel in considerable numbers, but the fares they are called upon to pay are almost ridiculously cheap. On one line, the Annamite travels 90 miles for £2. The railways are all of one metre gauge; they are very well constructed, very well laid, and very well run. The station-houses are handsome monuments of French enterprise in this direction, and usually stand solitary.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

Trains already running are those three daily between Haiphong, the port in the Red River delta, and Hanoi, the capital, a distance of 60 miles, and between Hanoi and the Chinese frontier, one train a day, a distance of 101 miles. Railways under construction comprise one southwards from Hanoi towards the frontier of Annam and another, a continuation of the Haiphong-Hanoi line, north-west, along the valley of the Red River to Laokai, the limit of navigation on the river, from which point it will ultimately be carried via Mongtze, the treaty port of Southern Yunnan, to Yunnan city, the capital of the province. This is the most important line of all, reaching, as it may eventually do, the exceedingly rich plateau of Central Yunnan. Its estimated length from Hanoi to Laokai is 231 miles, and from Laokai to Yunnan City 281 miles—a total of 512 miles. Formidable difficulties will have to be confronted in its construction. The valley of the Red River is desperately insalubrious and unpromising. There is great difficulty in getting labour, the Chinese fleeing from the valley as from a pestilence. The estimated cost of the line is £12,500 per mile, and the period allowed for its complete construction and equipment is five years from the present date. All material used for the railway must be purchased in France, from French firms only, and transported to Tonking exclusively in French bottoms—a procedure which does not make for economy. The syndicate who will construct the line are guaranteed, both by the home Government and by the colonial Government, a subsidy not exceeding £3,000,000 per annum for 75 years. While in the Red River valley the railway cannot conceivably pay; but the plateau of Yunnan is a land of promise.

The French colony is in a similar position of advantage in regard to Kwangsi. At present there is a daily train from Hanoi through Langson to the Kwangsi frontier. In the railway scheme it is proposed to continue this line to Lungchow, the inland treaty port of Kwangsi, and thence to Nanning on the West River. This line would have strategical value, but no commercial value, for the natural trade route for Nanning is by Wuchow and the West River to Canton. Lungchow itself at present enjoys the distinction of being that treaty port of China which records the smallest foreign trade and earns the smallest Customs revenue. On this daily train there is occasionally one first-class passenger who is not travelling on a free pass; but the majority of the passengers—first, second, and third—are French military. A few Annamites travel in the fourth class. There is practically no freight, the bulk of the goods carried on the railway being foreign wines and food-stuffs required for the military posts—a freight that is not remunerative. Rice is the chief export, but so cheap a product cannot sustain in Tonking even the nominal railway charges now demanded.

THE FAR EASTERN MAILS.

THE SIBERIAN ROUTE.

On April 15 a Manchester correspondent called the attention of the Postmaster-General to the fact that letters had been received in Manchester from Shanghai via Siberia, but that according to the official Post Office Guide there were no facilities for the conveyance of letters from England to Shanghai by this route. It was mentioned that a letter postmarked "Shanghai, 18th," was received here at 10.30 a.m. on April 13, coming via Port Arthur and Moscow. The Postmaster-General was asked to say whether letters from Manchester to Shanghai could be transmitted by this route, and if not, when such facilities might be expected to come into force.

In reply the Secretary to the Post Office wrote as follows on April 17:—

Sir,—With reference to your letter of 15th inst., I am directed by the Postmaster-General to inform you that towards the end of last year a notification was received from the Russian Post Office to the effect that the Trans-Siberian Railway would not be available for the transmission of correspondence to the Far East from this or other European countries unless a special arrangement was made to be beforehand. The terms on which the Russian Government is prepared to carry correspondence are being considered; and in the meantime all letters for China and the Far East, except for the places specially mentioned at page 453 of the Post Office Guide, have to be sent by another route. Due notice will be given to the public in this country whenever any arrangement is made for using the Trans-Siberian Railway for the conveyance of mails. The Postmaster-General would be glad if you would furnish for his inspection the covers of any letters which you have recently received from Shanghai by way of Siberia.

On April 20 there were forwarded to the Secretary the envelopes of two letters from Shanghai received in Manchester via Port Arthur and Moscow. A letter posted in Shanghai on March 25 reached Manchester on April 20, whereas the mail leaving Shanghai on March 24 via Suez was not due until April 27. It was argued that for merchants engaged in the Far Eastern trade it was very desirable that there should be no unnecessary delay in the negotiations for a correspondingly rapid return mail to China.

The following further letter was received on 22nd April from the Secretary to the Post Office:—I am directed by the Postmaster-General to acknowledge with thanks the receipt of your letter, dated 20th inst., enclosing covers of letters posted at the Russian post-office in Shanghai, and to assure you that so far as this office is concerned no effort will be spared to arrive at a speedy settlement of the negotiations concerning the conveyance by the Trans-Siberian Railway of mails from this country for China and the Far East.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE KWANGSI REBELLION.

The *Sin Wan Pao* states that it has been mentioned by all the papers that Governor Wang Chih-chun of Kwangsi recently memorialized the Government that the rebels in that Province had all disappeared, but a letter from Linchou states that the principal body of rebels has been dispersed, but there are still some wandering bands who have gathered together and are in hiding in the mountains and forests of Yicheng, Chienkiang, Mapping, Laiping, Shanglin and Wuyuan District. These men scatter in all directions when the Government troops approach them and return after the troops have retreated, therefore it is difficult to engage them in battle or capture them. They have one chief commander and eight minor leaders, who led their followers and attacked the Yicheng District city the other day, but were repulsed by the Government troops. The loss of lives on the part of the rebels in the above event was most heavy, but unless their leaders are killed or captured they will continue to create disturbances.

TREMBLING IN THEIR BOOTS.

The *Sin Wan Pao* states that a number of officials in Kwangtung anticipating the arrival of their new Viceroys Tsen Chun-huen, late of Szechuen, whose fame for ability, severity and justice has preceded him, intend to resign their offices; but Viceroys Tsen has telegraphed to Viceroys Te Shon and Governor Li of Kwangtung requesting them not to allow any of the officials at present holding offices in that province to leave before his arrival, etc., consequently the corrupt and incapable ones, and there are many of them in Kwangtung, are feeling most uncomfortable.

MR. CARNEGIE'S

ALTRUISTIC BENEFACTION

So many and so popular have been the benefactions of the philanthropic Mr. Andrew Carnegie that one is somewhat surprised at the latest and the largest gift he has just made. The endowment of £300,000 for the Hague Tribunal seems to us to be a mere caprice of that eminent benefactor of the human race, observes an Indian exchange. No doubt the gift has been made with the most beneficent and noblest of motives. Nothing more is so badly wanted in these days of national rivalries and jealousies, be they for territorial possessions or trade, for spheres of influence and zones of international activity, than a strong sentiment which could cultivate peace and good will among the most powerful of the earth. The Hague Tribunal, to which the Great White Czar gave the first practical impulse, is indeed an institution which aims at achieving that noble object. But said it is to relate that hitherto that Tribunal has not been able to show any solid achievements in the direction of greater unity and less selfishness and jealousy among nations. Can it be that this handsome gift, which will enable the Tribunal to have a local habitation, will inspire those lofty ideals and quicken those sentiments which would set at rest what the Seer of Chelsea rightly denominated as the eternal verities of humanity. Mankind would sincerely rejoice when this new Temple of Peace by the arbitrament of good will and compromise rather than by that of iron and gunpowder could educe that serenity and rest among nations in the place of the present feverish excitement and unrest which have within the last few years laid low kings and kingdoms and which, as we write, are at their very zenith in the very heart of Eastern Europe. If the terrible realities and abysmal gloom of wars in future can be superseded by universal good will and love, Mr. Andrew Carnegie by this latest magnificent gift of his will have undoubtedly achieved for himself an undying name and fame. If monumental marble can inculcate the new gospel for which the Hague Tribunal has been brought into existence and inspire mankind with its true spirit, it would indeed be the eighth marvel of the world. Anyhow the sentiment or imagination which has prompted this new benefaction will, let us hope, develop, leading at last to the fulfilment of that altruistic object which the catholic philanthropist has sincerely at heart. But why not endow another £100,000 for disseminating literature on the subject by means of Peace Societies scattered broad over the wide world. The education which such institutions may impart will indeed be more lasting as it will be engraven in the heart of mankind and can be bequeathed as the noblest heritage from age to age beyond the gift of even the wisest and most beneficent of terrestrial providences.

COMMERCIAL.

OPUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW.....@ \$920
" LAST YEAR.....@ 1,000/1020
" OLDEST.....@ 1,040/1,080
PATNA NEW.....@ 1,035
BENARES NEW.....@ 1,035
PERSIAN (PAPER).....@ 780

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ASK FOR ASAHI JAPANESE BEER—G. Girault.

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL.

FOR A SHORT SEASON
THIS EVENING,
(MONDAY), the 25th May, 1903.

THE TRIPLE ALLIANCE.

The Success of the Season:
ALVA THE GREAT.
Premier Modern American Magician,
Ventriloquist and Hypnotist,
Supported by
MDLLE. REUX, THE PARISIENNE
THOUGHT-READER.

THE GIRL WITH BLACK HAIR, A PSYCHOLOGICAL PHENOMENON OF THE 20TH CENTURY.

AND
M. DE VARVILLE,
The Famous Spiritualistic Medium in
modern American Magic presenting
THE BRIGANDS' BOX
A SIMLA SCENE.
The Dramatic Illusion "SHE, or only a dream," in which a lady is consumed in flames, and all the latest novelties in the
MODERN AMERICAN MAGIC.

POPULAR PRICES—\$3, 2, and 1.
Plans at Robinson's and Seats can be booked from 9 A.M. to 4.30 P.M.

Doors open at 8 p.m. Overture at 9 p.m.
under the direction of
E. J. CHARD.
Hongkong, 25th May, 1903. [595d]

NOTICE OF REMOVAL.

INTERNATIONAL BANKING CORPORATION.

THE Business of this Bank will be carried on from TUESDAY, 26th May, in the New Offices of the Corporation, 20, DES VOEUX ROAD CENTRAL, next to Messrs. Jardine, Matheson & Co.'s Offices.

CHAS. R. SCOTT,
Manager.
Hongkong, 25th May, 1903. [626e]

NOTICE.

MR. WILLIAM H. GASKELL having returned to the Colony, resumes his practice as Public Accountant.
Office: No. 4, Des Voeux Road.
Hongkong, 25th May, 1903. [637e]



EOTHEN MARK LODGE, No. 264.

AN EMERGENCY MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 27th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 25th May, 1903. [628e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain G. S. Wengal, will be despatched as above on THURSDAY, the 28th instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th May, 1903. [629e]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after the 28th instant, at 4 P.M., will be landed as Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 25th May, 1903. [630e]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents, and the indiscriminate wearing of others' discarded glasses.
ONLY ONE PAIR OF EYES
To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS, OPTHALMIC OPTICIAN, OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON. MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"PELEUS"	On 27th May.
GLASGOW and LIVERPOOL	"YANGTZE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 4th June.
LONDON	"HYSON"	On 20th June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON & ABERDEEN	"OOPACK"	On 14th July.
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 17th June.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WANGPOO"	26th May.
CEBU and ILOILO	"KAIKONG"	26th "
KOBE	"SHANGHAI"	26th "
SHANGHAI	"WANGPOO"	27th "
CHEFOO and TIENTSIN	"NANSHAN"	31st June.
MANILA	"CHANGSHA"	3rd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th May, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th May, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th June, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 23rd May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 27th May.
FOR TAMSUI	"DAIJI MARU"	T. W. Greaves	MONDAY, 1st June.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 3rd June.
FOR TAMSUI	"DAIJI MARU"	T. Ogata	SUNDAY, 7th June.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duty qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Quays at the Customs' water-front premises at Tamsui to load all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 19th May, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA, REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duty qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"

Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7:30 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, \$1.50

2nd " 70

3rd " 30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 15th May, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1903.

"CHARLES TIBERGHIEN" About 10th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 21st May, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

WEDNESDAY, 27th May, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,269

TUESDAY, 2nd June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 21st May, 1903.

FOR KOBE, NAGASAKI AND

VLADIVOSTOK.

Calling at GERMANY.

THE Steamship

"SAVOIA,"

Captain Deinar, will be despatched for the above Ports TO-DAY, the 25th instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 23rd May, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd May, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 3rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duty qualified Surgeon are carried.

For further information, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 14th May, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LARRAIK & Co.,

General Managers.

Hongkong, 22nd May, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FUJIAN AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MELPOMENE,"

Captain Tassili, will be despatched as above on SATURDAY, the 30th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 20th May, 1903.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP.

THE Steamship

"BENMOHR,"

Captain Wallace, will be despatched as above on or about WEDNESDAY, the 3rd June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 14th May, 1903.

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA

SUEZ CANAL.

THE Company's Steamship

"HEATFORD,"

will be despatched on or about 5th June.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

General Eastern Agents

for China.

Hongkong, 19th May, 1903.

STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line

S.S. "PEMBROKESHIRE"

shortly expected, will have quick despatch.

The American Asiatic S.S. Co.'s

"NORMAN ISLES"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 16th May, 1903.

Intimations.



FLUID OIL CRUDE FLUID POWDER EMBROCATION SOAPS DISINFECTORS INHALERS FUMIGATORS

Sulphur Candles - KINGZETT'S PATENT.

Formic Fumigators.

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd.

Bathna Green, LONDON, E.

DISINFECTANTS

NOTICE.

THE Public are hereby informed that on change has been made the Rates of Subscription to the Hongkong Telegraph and the rates are now as follows:—

Subscription for 12 months, 10s. 6d. per Annum.

Subscription for 6 months, 5s. 6d. per Annum.

Subscription for 3 months, 3s. 6d. per Annum.

Subscription for 1 month, 1s. 6d. per Annum.

For further information, apply to

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Rector, Boissier, Volp, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1

shortens, cures, and removes all the marks of the disease, and restores the patient to his normal state, and is a most valuable remedy for the treatment of the following diseases:—

1. Rheumatism, 2. Gout, 3. Gravel, 4. Sciatica, 5. Neuralgia, 6. Migraine, 7. Headache, 8. Stomachic, 9. Indigestion, 10. Constipation, 11. Catarrh of the Bladder, 12. Catarrh of the Uterus, 13. Catarrh of the Vagina, 14. Catarrh of the Cervix, 15. Catarrh of the Endometrium, 16. Catarrh of the Ovary, 17. Catarrh of the Fallopian Tube, 18. Catarrh of the Uterine Appendage, 19. Catarrh of the Uterine Cervix, 20. Catarrh of the Uterine Endometrium, 21. Catarrh of the Ovary, 22. Catarrh of the Fallopian Tube, 23. Catarrh of the Uterine Appendage, 24. Catarrh of the Uterine Cervix, 25. Catarrh of the Uterine Endometrium, 26. Catarrh of the Ovary, 27. Catarrh of the Fallopian Tube, 28. Catarrh of the Uterine Appendage, 29. Catarrh of the Uterine Cervix, 30. Catarrh of the Uterine Endometrium, 31. Catarrh of the Ovary, 32. Catarrh of the Fallopian Tube, 33. Catarrh of the Uterine Appendage, 34. Catarrh of the Uterine Cervix, 35. Catarrh of the Uterine Endometrium, 36. Catarrh of the Ovary, 37. Catarrh of the Fallopian Tube, 38. Catarrh of the Uterine Appendage, 39. Catarrh of the Uterine Cervix, 40. Catarrh of the Uterine Endometrium, 41. Catarrh of the Ovary, 42. Catarrh of the Fallopian Tube, 43. Catarrh of the Uterine Appendage, 44. Catarrh of the Uterine Cervix, 45. Catarrh of the Uterine Endometrium, 46. Catarrh of the Ovary, 47. Catarrh of the Fallopian Tube, 48. Catarrh of the Uterine Appendage, 49. Catarrh of the Uterine Cervix, 50. Catarrh of the Uterine Endometrium, 51. Catarrh of the Ovary, 52. Catarrh of the Fallopian Tube, 53. Catarrh of the Uterine Appendage, 54. Catarrh of the Uterine Cervix, 55. Catarrh of the Uterine Endometrium

Steamers Expected.			
Vessels	From	Agents	Due
Zieten	Shanghai	M. & Co.	May 26
Roon	Singapore	M. & Co.	May 27
E. of China	Japan	C.P.R. Co.	May 29
Manila	Singapore	P. & O. Co.	May 29
Namsang	Singapore	M. & Co.	June 2
Indrasana	Japan	P. & A. Co.	June 3
Chingtu	Sydney	B. & S.	June 5
Preussen	Ghana	M. & Co.	June 13
Nippon Maru	San Francisco	M. Co.	June 13

Ships Passed The Canal.

Outward—1st May— <i>Manila</i> , 5th May— <i>Roon</i> , 8th May— <i>Tamba Maru</i> , <i>Badania</i> , <i>Annam</i> , 12th May— <i>Seneca</i> , <i>Glenloch</i> , <i>Yang Tze</i> , <i>Heavenly Kish</i> , 16th May— <i>Valdemar</i> , <i>Telenichu</i> , <i>Ernest Simon</i> , <i>Tenkai</i> , <i>Dunbar</i> , <i>Ceylon</i> , 19th May— <i>Ambrisa</i> .	
Homeward—8th May— <i>Onpuck</i> , <i>Macduff</i> , 19th May— <i>Glucus</i> , <i>Inaba Maru</i> , <i>Java</i> .	
Arrivals at Home—16th May— <i>Kintuck</i> , <i>Sachsen</i> , 19th May— <i>Candia</i> , <i>Bamber</i> , <i>Andalusia</i> .	

Hongkong & Whampoa Dock Returns.

Taiyehong	at Kowloon Dock
Montana	"
Canton River	"
San Joaquin	"
Hongkong Maru	"
Hikosan Maru	"

Post Office.

A Mail will close for:—

Bangkok—Per P. C. Kiao, 26th inst., 9 A.M.	
Singapore, Amoy and Foochow—Per <i>Haitan</i> , 26th inst., 10 A.M.	
Cebu and Manila—Per <i>Katong</i> , 26th inst., 11 A.M.	
Singapore, Sumbawa and Samarang—Per <i>Amara</i> , 26th inst., 11 A.M.	
Nagasaki, Kobe and Yokohama—Per <i>Bentomond</i> , 26th inst., 11 A.M.	
Shanghai—Per <i>Choyang</i> , 26th inst., 3 P.M.	
Swatow, Chefoo and Tientsin—Per <i>Chunyang</i> , 26th inst., 3 P.M.	
Shanghai—Per <i>Whampoa</i> , 26th inst., 4 P.M.	
Manila—Per <i>Rosella Maru</i> , 27th inst., 10 A.M.	
Europe, &c., India, via Tutucon—Per <i>Zlatan</i> , 27th inst., 10 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per <i>Athenian</i> , 27th inst., 11 A.M.	
Singapore, Penang and Colombo—Per <i>Malacca</i> , 29th inst., 11 A.M.	
Manila—Per <i>Zufu</i> , 30th inst., 9 A.M.	
Singapore, Penang and Calcutta—Per <i>Kunyang</i> , 30th inst., 10 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Hongkong Maru</i> , 30th inst., 11 A.M.	
Europe, &c., India, via Tutucon—Per <i>Salada</i> , 31st inst., 9 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per <i>Empress of China</i> , 31st inst., 11 A.M.	
Europe, &c., India, via Tutucon—Per <i>Voltea</i> , 6th June, 11 A.M.	
Manila—Per <i>Rubi</i> , 6th June, 9 A.M.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 23rd, at 11.55 a.m. The barometer has fallen over Formosa and the Loochoos, risen slightly on the S. coast of China.

Pressure is highest over the E. coast of China, and relatively low between Formosa and the Loochoos.

Fresh N.E. winds in the Formosa Channel, and moderate S.W. winds over the N. part of the China Sea.

Forecast:—moderate N.W. winds; dull, rainy.

YESTERDAY'S WEATHER REPORT.

On date at	On date at
Barometer	29.90
Thermometer	73
Humidity	79
Rainfall	1.67

CHINA COAST METEOROLOGICAL REGISTER.

May 22nd, 1903, a.m.

Bar. Th. Hu. Wind W.

Vladivostok	7 a.m.	—	—	—
Nemuro	6 a.m.	—	—	—
Hakodate	—	—	—	—
Tokyo	—	—	—	—
Kochi	—	—	—	—
Nagasaki	—	—	—	—
Kagoshima	—	—	—	—
Oshima	—	—	—	—
Naha	—	—	—	—
Ishikajima	—	—	—	—
Taihu	7 a.m.	29.83	74	0
Taihu	—	29.80	74	0
Taihu	—	29.80	74	0
Koshu	—	29.83	74	0
Pescadore	—	29.83	74	0
Wei-hai-wei	9 a.m.	—	—	—
Gut-laf	—	30.00	73	SE 2
Sharp Peak	—	29.88	74	SE 3
Amoy	6.30 a.m.	29.89	74	NE 1
Swatow	9 a.m.	—	—	—
Canton	—	—	—	—
Hongkong	10 a.m.	29.78	78	SE 3
Victoria Peak	—	29.77	82	SE 3
Gap Rock	—	29.77	82	SE 3
Haiphong	—	29.84	90	SW 1
Manila	—	29.84	90	SW 1
Malate	—	29.84	90	SW 1
Bacolod	—	29.84	90	SW 1
Iloilo	—	29.84	90	SW 1
Cebu	—	29.84	90	SW 1
C. St. James	10 a.m.	—	—	—

VISITORS AT THE HOTELS.

CONNAUGHT.

Brito, D.	Connaught
Campbell, Lieut. J. R.	Lockhart, Lieut. and Colbert, P. D.
Donald, W. H.	Marton, Mrs.
Hachwood, H.	Marton, L.
Houghton, R.	Oxberry, Mrs. J. H.
Humphreys, W.	Stodart, F.
Lamme, Mr. and Mrs. Thomas, C. B.	Stodart, F.
E. H.	Tyrrill, T.
Langlands, Capt. F.	

Anton, A. S.	Icely, Rev. F.
Barrett, H.	James, Mrs.
Barrett, E. G.	Joseph, Mr. and Mrs.
Baxter, H. T.	Katich, E. A.
Bissell, E. V.	Landon, L. Col.
Black, Mr. and Mrs.	Mariotti, Dr. A.
Boyan, Mr. and Mrs. R.	Mast, Sydney
Bonner, E.	Mast, Mr. and Mrs. E.
Borthwick, Mrs.	McAnn, T. P.
Boutin, L.	Miller, F. L.
Brown, W. S.	Murphy, Mr. and Mrs.
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Hill, L. D.	White, Jas. W.
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Ladd, Miss E. W.	Stuckan, Mrs.
Ladd, Master B.	Stuckan, A.
Locksmith, Mr. & Mrs.	Vaughan, H. S.
H. S.	

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Allison, A.	Jones, Mr. and Mrs. P.
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Henson, A. P. D.	Major Macleod, Wm. D.D.S.
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Dimmich, W.	Smith, Carl W.
French, A. S. C.	Major Spalckhaver, W. O. C.
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HONGKONG AVERAGE MARKET PRICES.

Corrected 21st May, 100 cts. per 50 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung 1st lb	17
" Corned—Ham Ngau Yuk	16
" Roast—Shiu	17
" Soup, Tong Yuk	12
" Steak—Ngau Yuk Pa	17
" Sausages—Ngau Yuk Chung	17
Bullock's brains—Y. Know	17
" Tongue—Ham Ngau Lin	47
" Head—Ham Ngau Lin	55
" Heart—Ngau Lin	55
" Hump, Salt—Ngau Lin	13
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	each
" Tripe (undressed)—Ngau To	5
Calves' head and feet—Ngau-chai-tau	75
Mutton Chop—Yung Pak Kwat	22
" Leg—Yung Pak Kwat	22
" Shoulder—Yung Shau	7
Pig's Chins—Chu cheng	7
" Feet—Chi Keok	12
" Fry—Chi Chak	12
" Head—Chi Tau	14
" Feet—Chi Sum	9
" Kidneys—Chi Yiu	each
" Liver—Chi Kon	12
" Pork Chop—Chi Pak Kwat	12
" Corned—Ham Chu Yuk	18
" Leg—Chi Pak Kwat	15
" Feet or Lard—Chi Pak Kwat	15
Sheep's Head and Feet—Yung Tau	48
" Keok	each
" Heart—Yung Sum	each
" Kidneys—Yung Yiu	9
" Liver—Yung Con	each
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sung Ngau Yau	18
" Mutton—Sung Yung Yau	20
" Veal—Gau Chai Yuk	15
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	32
Capons, Large, Small—Sin Kai	24
Ducks—Large, Small—Sin Kai	24
Doves—Pan Kau	each
Eggs, Hen—Kai Tap	per doz.
Fowls, Canton—Kai	26
Hainan—Hoi Nam Kai	34
Geese—Mgo	34
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo	—
Musk Deer—Wong Keng	each
Hare—Tu Chai	—
Partridge—Che Kiao	—
Quail—Shan Kai	—

Pigeons, Canton—Pak Kup	each
Hoihow—Hoihow Pak Kup	32
Quail—Um-Chun	27
Kice Birds—Wo Fa Cheuk	doren
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	75
" Hen—Na	65
Wild Ducks, Shanghai, Sulap	pair
Teal, Shanghai, Sul Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	per pair
Apea	—

FISH.

Barbel—Ka Yu	14
Stean—Bin Yu	12
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	15
Catfish—Chik Yu	15
Codfish—Mun Yu	14
Crabs—Hai	16
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	18
Flace—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	8
Eels, Congor—Hai Man Yu	14
" Fresh water—Tam Sui Yu	16
" Yellow—Wong Sin	24
Ngos—Tien Kai	24
Garoupa—Sek Pak	60
Gudgeon—Pak Kup Yu	12
Herrings—Tao Pak	14
Halibut—Cheung Kwan Yu	16
Labrus—Wong Fa Yu	18
Loach—Wu Yu	24
Lobsters—Lung Ha	24
Mackerel—Chi Yu	16
Monk Fish—Mon Yu	18
Mullet—Chai Yu	18
Oysters—Sang Hoo	15
Parrotfish—Kai Kung Yu	16
Pike—Fo Paw Hong	11
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	32
Ray—Pei Papa	9
Rock Fish—Sek Kau Kung	15
Roach—Chun Yu	12
Salmon, (Cton), fresh water—Ma Yau Yu	24
Shark—Sa Yu	9
Skate—Po Yu	9
Shrimps—Hia	18
Snapper—Lap Yu	18
Sole—Tat Sa Yu	20
Tench—Wan Yu	16
Turbot—Cho Hoo Yu	18
Turtles, small, fresh water—Keok Yu	70
White Bait—Ngan Yu Chai	—

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	50
" (Chefoo)—Tin Chun Ping	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chi	5
Bananas, fragrant, Canton—Sang Sheng	4
Heung Chiu	8
" (brides), Macao—San Heung Chiu	—
Carambola—Yung Tou	—
Cocoanuts—Yeh	9
Grapes—Sin Tai Tsz	10
Lemons, China—Ning Moong	15
Lichees, Dried—Lai Chi Con	—
" Fresh, Small stone—Chut Wat	—
" Large—Tai Wat	—
" Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	6
Moong	35
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens—Sai Chuk Ts	—
Oranges, (Canton)—Sang Sheng Tim	50
Chang	—
" Small—Tai Kut	—
Mandarin—Tim Kut	—
Olives—Pak Lam	7
Pears, (American)—Kam San Shui Lin	—
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	20
Pine-apples, 1st quality—Sheung Poon	10
" 2nd quality—Chung-tang	—
" Paw-lau	—
Peanuts—Fa Sang	10
Perseimons Large—Hung Chiu	30
Pumelo, Siam—Chim Lo Yau	2
Platams—Tai Chen	8
Walnuts, Hop Tou	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	4
Chi Chai	9
Beans, (French) Macao—Oh Moon Pin	—
Beans, (French), Shanghai—Sheung Hoi Pin Tai	—
Beans, Sprout—Ah Choi	8
Beans Long—Tau Kok	2
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	3
Brassica—Pak Choi	8
Bamboo Shoots—Chook Shun	4
Cabbage, Chinese, com.—Kai Choy	—
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	10
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Choi	—
Fa	—
Cauliflower, Medium size—Cheng Yeh Choi-fai	—
Cauliflower, Small size—Sai Yeh Choi-fai	—
Carrots—Kam Shun	4
Celery, Chinese—Tong Kan Choy	—
Celery, English—Yung Kan Choi	—
Celery, White—Pak Yung Kan Choi	—
Chilies Dried—Con Lat Chiu	20
Red—Hung Fa	10
Green—Cheng Lat Chiu	7
Curry Stuff, English—Ka Lee Choi Liu	6
Cucumbers—Cheng Kwa	3
Ritter Squash—Fw Kwa	3
Garlic—Suen Tau	2
Ginger, young—Sun Tai Keung	—
old—Lo Keung	5
Horse Radish, Shanghai—Lik Kan	20
Indian Corn—Suk Mai	—
Lettuce—Yung Sang Choi	each
Water Chestnuts—Ma Tai	—
Mandarin—Kwei Lum Ma Tai	3
Mushrooms Fresh—Sang Cho Khe	—
Onions, Bombay—Yung Chung Tau	7
Green—Sang Chung	3
Shai—Sheung Hoi Chung Tau	7
Japan—Yat Poon	8
Okra—Mo Ker	15
Parsley, English—Yung Un Sai	1
Green Peas—Cheng Tau	—
Potatoes, Sweet—Fan Shu	2
Shanghai—Sheung Hoi Shu	—
Tsay	—
Japan—Yat Poon Shu Tsai	—
American—Fa Ki	—
Foomchow—Fuk Chau Shu Tsai	3
Macao—Oh Moon	—
Pumpkin—Took Kwa	3
Radish—Hung Fat Tai	3
Shallots—Chung Tung	1
Spinage (Chinese)—Paw Choi	6
Spinach—Yin Choi	3
Tomatoes—Fan Ker	6
Taro—Wu Tai	3
Tumpies; Pun-ti (Long)—Low Pak	3
English—Yung Low Pak	—
Vegetable Marrow—Chit Kwa	—
Water Cresses—Sai Yung Choi	3
Yams—Tai Shu	3

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